

PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
 - a. Is exempt pursuant to 40 CFR 93.126; or
 - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
 - c. Uses no Federal funds AND requires no Federal approval; or
 - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

- 1) Fill out form in its entirety. Enter information in gray input fields.**
- 2) Be sure to include RTIP ID#. See <http://scag.ca.gov/rtip/> if necessary.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representative.**

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-SERVICE D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-SERVICE D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Links to more information:

<http://www.fhwa.dot.gov/environment/conform.htm>

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 1
Type of Project

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| <ul style="list-style-type: none">• New state highway• Change to existing state highway• New regionally significant street• Change to existing regionally significant street• New interchange• Reconfigure existing interchange• Intersection channelization• Intersection signalization• Roadway realignment• Bus, rail, or inter-modal facility/terminal/transfer point• Truck weight/inspection station• At or affects location identified in the SIP as a site of actual or possible violation of NAAQS |
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RTIP ID# <i>(required)</i> RIV020907				
Project Description <i>(clearly describe project)</i> At I-15/Magnolia Avenue, Interchange Improvements: (EI Sobrante to Access Control line) E/O Proposed NB off ramp – Reconstruct NB On Ramp, Realign NB Exit Ramp, Signal Installation/Modifications, Widen Structures. (See attached project location map for proposed improvements).				
Type of Project <i>(use Table 1 on instruction sheet)</i> RECONFIGURE EXISTING INTERCHANGE				
County RIV	Narrative Location/Route & Postmiles: The project includes the interchange of Magnolia Avenue with Interstate Route 15, PM 40.0 to 40.7 (Kilo Post 64.4 to 65.5) Caltrans Projects – EA# 08-452201			
Lead Agency: City of Corona				
Contact Person Khalid Bazmi	Phone# 951-739-4823	Fax# 951-736-2496	Email khalidb@ci.corona.ca.us	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input checked="" type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	01/2002	01/2003	01/2004	11/2006
End	01/2003	10/2006	06/2006	7/2008
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> <i>(excerpted from the August 2003, Project Report)</i> <p>Due to increased queuing on Magnolia Avenue (eastbound and westbound) and the I-15 ramps (southbound and northbound), the City of Corona and Caltrans initiated this project to relieve existing congestion and improve the overall operation of the interchange.</p> <p>Current peak hour traffic volumes at the interchange are high, ranging from 1230 vph to 1310 vph on eastbound Magnolia Avenue and from 1030 vph to 1270 vph on the northbound entrance ramp, and operating conditions are unsatisfactory. The 2001 peak hour turning movement volumes at the Magnolia Avenue Interchange on I-15 are shown in the attachments. Making improvements at this time ensures that the facility will be able to adequately handle the increasing flow of traffic while maintaining an acceptable level of service. The projected 2025 traffic data indicates that Magnolia Avenue at the northbound ramps will be operating at a Level of Service "F" without any improvements. Construction of Alternative 3, the northbound loop, will increase the Level of Service to "B" in year 2025.</p> <p>A review of the existing and projected 2025 traffic demand at this interchange reveals that the existing facilities will not accommodate the traffic flow and movement. Making the proposed improvements at this time ensure that the proposed facility will be able to handle the increased flow of traffic while maintaining an acceptable Level of Service.</p>				

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Commercial and Industrial land-use west of the interchange, and Retail and Residential uses East of the interchange.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

I-15 Freeway	I-15 Freeway
2008 Build Condition	2008 No Build Condition
AADT: 188,200	AADT: 188,200
Trucks: 5.6%	Trucks: 5.6%
Truck AADT: 10,600	Truck AADT: 10,600

Magnolia Ave WEST of I-15	Magnolia Ave WEST of I-15
2008 Build Condition	2008 No Build Condition
AADT: 38,800	AADT: 38,800
Trucks: 2.0%	Trucks: 2.0%
Truck AADT: 800	Truck AADT: 800

Magnolia Ave EAST of I-15	Magnolia Ave EAST of I-15
2008 Build Condition	2008 No Build Condition
AADT: 40,000	AADT: 40,000
Trucks: 5.0%	Trucks: 5.0%
Truck AADT: 2,000	Truck AADT: 2,000

(Note: Build and “no build” conditions have the same projected AADT volumes, because the proposed project does not divert any traffic to or from the interchange, rather, it provides improved access and queuing distance for traffic entering the freeway. Per the attached information, the delays and Intersection LOS for the “build” condition (Alternative #3) versus “no-build” condition will improve three affected intersections along Magnolia Avenue from “F/F/E” to “B/F/B” for year 2025. The Project does not increase the truck volumes)

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

I-15 Freeway	I-15 Freeway
2025 Build Condition	2025 No Build Condition
AADT: 231,400	AADT: 231,400
Trucks: 5.6%	Trucks: 5.6%
Truck AADT: 13,000	Truck AADT: 13,000

Magnolia Ave WEST of I-15	Magnolia Ave WEST of I-15
2025 Build Condition	2025 No Build Condition
AADT: 51,600	AADT: 51,600
Trucks: 2.0%	Trucks: 2.0%
Truck AADT: 1,000	Truck AADT: 1,000

Magnolia Ave EAST of I-15	Magnolia Ave EAST of I-15
2025 Build Condition	2025 No Build Condition
AADT: 53,700	AADT: 53,700
Trucks: 5.0%	Trucks: 5.0%
Truck AADT: 2,700	Truck AADT: 2,700

(Note: Build and “no build” conditions have the same projected AADT volumes, because the proposed project does not divert any traffic to or from the interchange, rather, it provides improved access and queuing distance for traffic entering the freeway. Per the attached information, the delays and Intersection LOS for the “build” condition (Alternative #3) versus “no-build” condition will improve three affected intersections along Magnolia Avenue from “F/F/E” to “B/F/B” for year 2025. The Project does not increase the truck volumes)

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

(see above)

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

(see above)

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

The existing traffic conditions at the project location are highly congested; it is possible that some traffic is currently being redistributed. The proposed improvements will reduce queue lengths and congestion at the ramp/local street intersections and will improve traffic flow along Magnolia Avenue.

The nearest interchange to the south at I-15/Ontario Avenue is 1.5 miles away. It was not analyzed as part of the traffic study for the subject project due to the distance from the subject project. The nearest local interchange to the north is at I-15/Hidden Valley parkway. It is approximately 2.5 miles north of the project hence it was not addressed in the traffic study due to the distance from the subject project.

Comments/Explanation/Details (*attach additional sheets as necessary*)

The proposed project will provide operational improvements at the interchange by replacing the EB Magnolia Avenue to NB I-15 on-ramp “left turn” movement, with a “right turn” loop on-ramp.

The Project Report and Environmental Document for this project were approved in 2003, and the final design was completed in 2006. The PS&E has been sent to Caltrans’ Sacramento office for preparation of the final Bid set and advertising the project. Due to scheduling issues, the some of the Federal Funding for this project was “de-obligated” by FHWA, hence the project is now in the process of being re-certified so that funds can be re-obligated. Due to this delay, we believe that this project must now be reviewed by the TCWG with regard to PM2.5. It is believed that this project is **Not a POAQC**, since it is an operational improvement and does not result in any increase in Truck volumes.